NextGen Airport Performance Comparison - ATL vs. BOS

Scorecard

Performance Indicator	Airport	2009	2010	2011
Average Daily Capacity *Daily Rates* Annual Average of Daily Airport Arrival Rates and Airport Departure Rates.	**BOS**	1,391.53	1,394.30	1,391.12
	ATL	3,107.53	3,145.16	3,172.46
Peak Hourly Throughput (IMC) *Hourly Arrivals and Departures* Maximum hourly arrivals and departures in Instrument Meteorological Conditions (IMC) (i.e. when conditions are below minimum cloud ceiling and visibility).	**BOS**	52.14	51.52	53.46
	ATL	154.61	150.12	143.43

The global ATM system should exploit the inherent capacity to meet airspace user demands at peak times and locations while minimizing restrictions on traffic flow. To respond to future growth, capacity must increase, along with corresponding increases in efficiency, flexibility and predictability, while ensuring that there are no adverse impacts on safety and giving due consideration to the environment. The ATM system must be resilient to service disruption and the resulting temporary loss of capacity.

Performance Indicator	Airport	2009	2010	2011
Arrival Taxi Time *Minutes per Flight* Taxi-In time is the average minutes elapsed from wheels-on to gate-in times.	**BOS**	7.02	6.60	6.99
	ATL	11.27	11.50	10.92
Average Taxi-In Delay *Minutes per Flight* The sum of minutes of Taxi-In Delay of 1 minute or more, divided by all arrivals. Taxi-In Delay equals actual Taxi-In time minus Unimpeded Taxi-In Time.	**BOS**	1.68	1.46	1.96
	ATL	4.60	4.61	4.04
Average Taxi-Out Delay *Minutes per Flight* The sum of minutes of Taxi-Out Delay of 1 minute or more, divided by all departures. Taxi-Out Delay equals Actual Taxi-Out Time minus Unimpeded Taxi-Out time.	**BOS**	5.61	5.20	5.54
	ATL	9.92	8.97	7.90
Departing Taxi Time *Minutes per Flight*	**BOS**	18.58	18.09	18.52

Taxi-out time is the average minutes elapsed from gate-out to wheels-off times.	**ATL**	21.87	21.53	20.66

Efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.

ATL NextGen Initiatives

Area Navigation (RNAV)

Identifies airports and metroplexes where Area Navigation (RNAV) procedures have been implemented. These satellite-based procedures include Standard Terminal Arrivals (STARs) and Standard Instrument Departures (SIDs). See the NextGen Today section of the NextGen Implementation Plan for additional information.

Demonstration Projects

Identifies airports or metroplexes where the FAA is conducting or has conducted demonstration projects. These demonstrations are used to explore concepts, validate benefits, and ensure necessary integration and interoperability of systems. See the NextGen Today section of the NextGen Implementation Plan for additional information.

Required Navigation Performance (RNP)

Identifies airports and metroplexes where Required Navigation Performance (RNP) approaches have been implemented. RNP is RNAV with the addition of onboard performance monitoring and alerting capability.

BOS NextGen Initiatives

Area Navigation (RNAV)

Identifies airports and metroplexes where Area Navigation (RNAV) procedures have been implemented. These satellite-based procedures include Standard Terminal Arrivals (STARs) and Standard Instrument Departures (SIDs). See the NextGen Today section of the NextGen Implementation Plan for additional information.

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